

From: [REDACTED]
To: [Local Plan](#)
Subject: Objection to Local Plan
Date: 17 June 2019 16:40:46

Objections to Local Plan.

The consultation process raised more questions than it answered. This is not a sound basis for approving it or even for the residents to be able to fully understand what is going on. The online form in itself is difficult to understand and the 10 minute time out with no ability to save does not seem an inclusive and accessible means of communicating residents views.

I cannot understand how a council that has still not had its 2017/18 accounts signed off at the time of writing this email can commit to a 20 year plan or is this why it is going for releasing so much green belt in the initial stages rather than it being the last

The council appears in this plan to have ignored residents points raised last year and at consultation that brownfield sites such as Fiddlers Ferry power station be included in the plan stating that too much uncertainty. Target for coal fire power stations was 2025 however there has now been a public announcement by SSE that Fiddlers Ferry will close March 2020. There is no justification for the release of green belt for the oversized commercial premises near Appleton Thorn/ Grappenhall, - situated on approx. 365 hectares of pristine land, some of it precious Green Belt land which currently supports local farmers and small agricultural businesses and therefore not available. These proposed premises would be 2nd biggest in the country behind Trafford Park and totally out of keeping with the character of that area. Plus Warrington has been identified as 10th worse for air pollution so this area should continue to act as lungs to the current motorway network around the town. With the uncertainty of Brexit we should be looking to encourage and support local farmers and in the process reduce how far food travels from farm to plate. This will also help in reducing the need for oversized warehousing. The current plans seem to show them at 42metres high.

The plan seems to be basing its growth on figures that do not seem to realistically follow the current trend and warehousing by its nature is becoming more automated so the projected jobs/housing need is over stated.

The plan seeks to destroy the character of many of the villages that are part of the town of Warrington and these villages are the reason many have been attracted to buy here. Change that as this plan does then you will lose that individuality and people will be disenchanted and it becomes an urban sprawl with unrelenting additional traffic 2,000 predicted HGVs per hour from Langtree Six/56 commercial warehousing site.

As stated before Warrington already has worst record in the country for dangerous small 2.5-micron particulate emissions. I am extremely worried that this is being ignored as there is a proven link between exposure to small particulates and premature death plus it affecting the development of children.

I request that this plan is rejected and a more fit for purpose one based on growth not aspirational growth, based on innovative thinking on using land for growing produce, based on improving environment and air quality, based on maintaining character and individuality of the Warrington villages.

Kind regards
Pat Bloomfield

[REDACTED]

Warrington

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Local Plan](#)
Subject: Objection to LPT4
Date: 17 June 2019 16:52:37

The transport plan does not have the clarity required to make a consultation open and inclusive for full understanding and comment.

However I am aware that building extra roads just means more traffic filling it. M6 junction 20 to 21a is case in point. Both sides were made 4 lanes wide and this is still one of the most congested road networks and because of this Warringtons local roads suffer. A large majority of the current population of Warrington travels to work out of Warrington and the current public transport system south of the centre is not fit for purpose and the plan gives no concrete information as to how this would be improved or added to.

There seems to be no real work on how air pollution and meeting requirements for cutting it are being addressed. In fact if taken in conjunction with the local plan it seems to be ignoring the impact of those plans and current planning applications for oversized warehouses.

Warrington has a motorway network which circles it like the M25 and is split by the Manchester ship canal and the river Mersey. This creates issues regarding bottle necks. The transport plan seems to rely on more roads which will just move and create more bottle necks.

WBC needs to be more innovative in its solutions and more long sighted in its transport plan for the future.

The frustration I feel is that I am a user of these roads and therefore an expert on what happens and yet this is ignored and yet we will be the victims of what is decided. Tuesday 11 June it took 25 minutes to travel less than a mile within Grappenhall due to problems on the motorway network. This is not fixed by this plan.

Please listen to the people who live here and travel these roads on a daily basis. This plan is too vague and therefore we cannot see how it works.

Regards

Pat Bloomfield

[REDACTED]